





**NOW ON SALE**  
**THE**  
**CHRONICLE & DIRECTORY**  
 FOR  
 CHINA, JAPAN, THE PHILIPPINES, STRAITS  
 SETTLEMENTS, COCHIN CHINA, SIAM, &c.  
 For 1893.  
 With which is incorporated  
**THE CHINA DIRECTORY.**

**THE CHRONICLE AND DIRECTORY**, which is now in its TWENTIETH YEAR OF PUBLICATION, has been considerably extended, both to the Directory proper and in the Appendix. The parts of CHINA, JAPAN, THE PHILIPPINES, STRAITS SETTLEMENTS, COCHIN CHINA, SIAM, &c. for 1893, whilst the latter includes the NEW ORDER IN COUNCIL for the Government of British Subjects in China and Japan, the AMENDMENT TREATY BETWEEN RUSSIA AND CHINA, the NEW TREATY BETWEEN THE UNITED STATES AND CHINA, the NEW TREATY BETWEEN GERMANY AND CHINA, a translation of the TREATY BETWEEN SPAIN AND ANAM signed in 1880, &c., &c. *Daily Press Office, 3th February, 1893.*

**JOHN BRINSFORD & SONS'** recently patented SOSTENENTE PIANOS with the new frame, made expressly for China, have gained the highest international recognition at the Exposition Universelle (Paris 1889) and at the Exposition of 1893. Every piano is guaranteed for five years. Illustrated list free. 30, and 32, Wigmore Street, and the Continental Piano Works, 10, Abchurch Lane, London, E.C. 4. Agents Wanted.

**NOTICE.**

**A. S. WATSON & CO.**  
 FAMILY AND DISPENSING  
 CHEMISTS,  
 By Appointment to His Excellency the GOVERNOR and his Royal Highness the DUKE OF EDINBURGH.

WHOLESALE AND RETAIL DRUGGISTS,  
 PATENT MEDICINE VENDORS,  
 DRUGGISTS' SUPPLIERS,  
 AND  
 AERATED WATER MAKERS.

**SAFES, MEDICINE CHESTS, REFRIGERATORS, PASSENGER SHIPS SUPPLIES.**

**NOTICE.**—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON & CO., or  
**HONGKONG DISPENSARY.**

**The Daily Press.**  
 HONGKONG, JUNE 29th, 1893.

An announcement appeared amongst the shipping arrivals of last week which claims a little more than the mere passing interest usually given to that portion of a newspaper. It recorded the entry into this harbour of the British ship *Arctos* from Kuda, and consequently the first opening of a trade which, it can scarcely be too much to predict, will before long constitute an important feature in the commerce of the East.

The *Arctos* is a small vessel, but a reasonable opening to effect starting results; and, in this case, with a country comprising an area equal to that of Ceylon, and only waiting cultivation and development of its many latent resources to render it a mine of marketable produce of all kinds, it cannot be said that the opening afforded is one from which most promising results may be looked for, and that at no distant date. Few, if any, of those now residing in this island, and forming part of a community actively engaged in business, possessing native dwellings to live in, and enjoying realisations and advantages of every kind, realise the fact, that in 1843, or only forty years ago, the site of this large and busy town was a bare rock, as free of luxuries (not to say houses) and trees as the top of Kailash's Hill or the Peak now is. Yet what a hive of busy population and centre of vast trade it has since become! The same may be said of the Model Settlement of Shanghai. That port was opened to trade on the 9th November, 1843, when the present British, American, and French Concessions were simple rice swamps, with clumps of cottages here and there, in which the native cultivators thereof lived. Yet now Shanghai claims place as one of the finest cities of the East, and is a nucleus of a trade valued at forty millions sterling per annum. Of course it is not pretended to compare the "New Ceylon," with either Hongkong or Shanghai, or to foretell for it a progress as rapid and gigantic as that accomplished by the latter, for it lacks one important element of success, which has done much to float the last named places on to fortune, and that is the advantage of position; in the one case upon the borders of a thickly-populated empire, and in the other, upon an old established trade route.

But what we wish to maintain is that the day of small things need never be despised, and we sincerely trust that the arrival of the *Arctos* may be followed by the arrival of a number of others, which will be remarkable as the presage of a future of solid success for North Borneo, and of wealth for those who give their money and their time towards building it into a new state.

As far as we are at present informed, Kuda and Sandakan are the only two places which claim the dignity of settlements and trading ports. The first is pretty situated on a land-locked cove, which juts into the western side of the bay of Marudu, a large arm of the sea, situated in the northernmost point of Borneo Island. The metropolitan of the new state is to be established here, and Governor Tazewell is only awaiting the erection of his house and office to remove thither from Labuan with his subordinates. The settlement consists of a number of Chinese shops and Malay huts, which are daily being added to by new comers from the neighbouring islands and Singapore. A substantial pier has been erected by a Singapore firm, at which vessels of considerable draught may land alongside. Having been only started as a station in the month of December last, there is of course little to be said as to the trade of Kuda or of its prospects of trade, but, considering its short life, it may really be pronounced to be a thriving place. Sandakan, which is situated in a fine bay that forms the embouchure of the two longest rivers on the east coast of North Borneo, was founded upon a settlement which had originally been a place of considerable native trade, and his therefore made material progress already. It contains

a population of 8,000 souls, of whom a large and influential number are Chinese. Malays are continually coming in from Sulu and the neighbouring islands, as well as from the distant interior, attracted by the protection and freedom from molestation which they secure under the new régime. The trade is yet limited, but it suffices to occupy two steamers, belonging to different parties, and which make fortnightly trips between Sandakan and Singapore, calling at Kudat and Labuan en route. The country round is covered with forest, but the soil is rich, and pronounced to be well suited to the cultivation of both low and high country products. Much more might be added as to other portions of the new territory which are likely sooner or later to be brought into prominence, when once labour and capital can be brought to bear. But our object being merely to call attention to the interesting fact that communication has been opened between this colony and Borneo, we will leave these places and their capabilities for further notice hereafter. One thing we are glad to learn on the authority of those who are competent to form an opinion. It is that the Malay population have not only given up their predatory and head-busting propensities, but are willingly submitting themselves in all directions to the jurisdiction of the Residents, whose grasp of authority is effective in the maintenance of good order and discipline. Even some of the chiefs who were at first resistant, and hesitated to acknowledge the sovereignty of the Company, are now giving in their adhesion with that of their people.

The British steamer *Phig* went over to Kowloon yesterday morning to be docked. H. M. gunboat *Zephyr*, Lieut. Commander Pollard, arrived here yesterday from Swatow, which port she left on the 25th inst.

Yesterday afternoon, Mr. Armstrong sold eight houses, built upon a portion of the old Pacific Mail Co's premises, near the Harbour Master's Office, for \$34,100.

We are informed by the Agents (Messrs. Gibb, Livingston & Co.) that the A. S. S. Co's steamer *Cathartes* left Sydney on the 28th inst. for Hongkong, via Queensland ports.

The steamer *Phig* was docked at the wharf on the 28th inst. The *Phig* is a small vessel, but a reasonable opening to effect starting results; and, in this case, with a country comprising an area equal to that of Ceylon, and only waiting cultivation and development of its many latent resources to render it a mine of marketable produce of all kinds, it cannot be said that the opening afforded is one from which most promising results may be looked for, and that at no distant date.

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**CORRESPONDENCE.**  
 [We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

**THE "STILLWATER" CASE.**  
 [The Editor of the "Daily Press."]  
 Sir,—Now that the celebrated case of Regina v. Delap and Cox, which recently attracted much attention in this colony, has been removed to the jurisdiction of the Court of Appeal, I think it right to mention to myself, to say a word or two on the subject, and shall feel glad if you will give publicity to this communication.

Having been in the position of the accused, much that I would wish to have stated, I was precluded from making known through my counsel; but I should be reluctant to leave the harbour without expressing what I have to say, as much in the interest of shipwrecked sailors as in that of the public in general, and of myself.

The very elaborate inquiry before the Chief Justice and a jury, and in the connection of myself and my chief officer from the charge which had been preferred against us. This charge was, that we had committed the offence of "barbary," and had flogged them "unlawfully." The verdict has, however, shown that the statement of the men was a gross exaggeration of the facts, and that the punishment the men received was rightly deserved, considering the violent and outrageous conduct and the peril to which they exposed the vessel while in dangerous proximity to a shoal. So far I am satisfied, but when I consider the manner in which I have been put to the test, and the character of the question, I shall always be able to refer to the splendid summing up of Chief Justice Phillips, and the unanimous and unanimous verdict of the gentlemen who formed the jury at my trial in contradiction of any insinuations on that score.

How the men behaved, and how I treated them, will be found in my diary, and the made no attempt at concealment of any one particular. The entry in the log book was signed by six or seven of the crew, several of the signature being those of the complainants. Upon the inquiry before the Marine Magistrate, and at the sessions trial I voluntarily produced the log book, and the official record of the official record I shall proceed to mention.

The complainants, like all the rest of the foremast hands, were negroes, and when shipped on board the *Stillwater* they were in a state of mind, and with scarcely more than the clothes they stood up in. I advanced them three months' wages, and supplied them with all that they wished in the shape of clothing. These donations, with other small comforts, were given to them, and the balance coming to the men to a very small sum. These balances were not disputed, but upon reaching Hongkong the complainants, with others, went to get their discharge. Their object was, of course, to get their money and to get away from the ship. As the articles had not expired I refused the discharge. The men were the case of Regina v. Delap and Cox, and for simply having my character blasted and being sent to jail.

For the happy result of the trial I am indebted to the intelligence of the Chief Justice and the gentlemen of the jury, and to the skill of my counsel. The matter over occupied the attention of the Supreme Court, or ever assumed the dimensions it did. I have to thank Captain Thomson for his assistance.

When the matter first came before the Marine Magistrate, I considered it of such a trivial nature, and not then knowing Captain Thomson's animus against shipmasters in general, I did not say a word of defence. I was told that the consequence of my not saying a word was that the men were bound to be sent to jail, and the statements of the men were received as gospel truth. At the time of the trial, I was asked to say a word of defence, and I said that I had no objection to say a word of defence. Upon my inquiring what was the height of the charge from the water, I was roughly stopped, and told that that was not a proper question.

I had any questions to ask, I was told that it would be necessary to say more. I was refused from asking any questions. I was not asked if I had any defence to make, and when I requested that the signed entry of the occasion be read, I was told that it was not necessary to read it. I was told that I was committed to trial at the Supreme Court, and that I had better reserve my remarks for the trial. I was told that I was committed to trial at the Supreme Court, and that I had better reserve my remarks for the trial.

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<b>INATION.</b>	
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STATION.

London  
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Is Luz Chow  
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Yangtze River  
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